

# Community Engagement on Covid-19 Response

## Measures to encourage cycling and walking in Hampstead and Frognal & Fitzjohns

### Report to Camden and TfL on Community Engagement Part 1 - “Call for Ideas”

Prepared in support of Camden’s COVID-19 response: enabling  
safe travel in Camden (SC/2020/74)

by

*Hampstead Transport Partnership, Hampstead Neighbourhood Forum  
and Councillors for Hampstead Town and Frognal & Fitzjohns wards*

June 2020





## Community Engagement on Covid Response Measures to encourage cycling and walking - June 2020

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## 1. Introduction

### 1.1. National Context

- The sharp drop in public transport capacity following the Covid-19 lockdown is expected to continue for the rest of 2020. The Department for Transport estimates that government guidance on social distancing will restrict public transport capacity to between one-tenth and one-fifth of pre-coronavirus levels. This creates a risk that, as lockdown restrictions are eased, the use of motor vehicles could rise to abnormal levels.
- On 9 May, Grant Shapps, Secretary of State for Transport, announced an 'Emergency Active Travel Fund' to support local councils taking swift measures to promote walking and cycling. According to the National Travel Survey, over 40% of urban journeys in the UK in 2017-18 were under two miles. The Department for Transport estimates that a 5% increase in cycling will result in 8 million fewer car journeys, 9 million fewer rail journeys and 13 million fewer bus journeys.

### 1.2. Camden Response

- With the support of the TfL's Streetspace for London initiative, Camden Council has developed its [Covid-19 Response](#) plan, accelerating changes to encourage active travel and discourage use of cars. Camden is able to use delegated powers to progress schemes where there is evidence of demand from local stakeholders.

### 1.3. Hampstead & Frognal Community Engagement

- In May 2020, at the request of the Hampstead Transport Partnership and ward councillors, Hampstead Neighbourhood Forum invited residents and businesses in Hampstead Town and Frognal & Fitzjohns wards to suggest potential projects which might contribute to Camden and TfL initiatives. The Hampstead Transport Partnership is formed from a number of charities and organisations in NW3 including Green School Runs, Hampstead Business Improvement District, Redington & Frognal Neighbourhood Forum, The Heath & Hampstead Society, and others.

#### Engagement 1 - Call for Ideas

- An initial "call for ideas" was made via an online survey between 24 and 31 May 2020, which received **226 responses**.
- **305** suggestions were put forward on ways to improve walking and cycling.
- To help identify changes that could be implemented swiftly, those responding were asked to focus on initiatives which they felt met the following five tests, although suggestions on more long-term measures were also invited:
  - could be set up quickly, at little cost and with few regulatory obstacles
  - could be reversed easily
  - would take pressure off public transport by encouraging walking and cycling
  - support longer-term strategies such as the Camden Transport Strategy and local Neighbourhood Plans
  - appear supported by residents and businesses
- The key findings are summarised in this report. More detail on individual responses can be found in a separate report *Community Engagement on Covid-19 Response*.



### Engagement 2 - Quick Wins

- From the 305 suggestions received, ward councillors were quickly able to identify seven potential “pop-up” projects which were the subject of a second online survey between 16<sup>th</sup> and 28<sup>th</sup> June. This survey received **502** responses and its key findings are summarised in Part 2 of this report, *Report to Camden and TfL on Community Engagement – Part 2, Quick Wins*.

### 1.4. Thank You

- The ward councillors for Hampstead Town and Frognal & Fitzjohns would like to thank all those 502 residents and business people who took part in the two online surveys, making this one of the largest community engagement exercises conducted since the Hampstead Neighbourhood Plan was approved at referendum in 2018.

## 2. Key Conclusions from Engagement 1

### Overwhelming support for measures to encourage walking and cycling

- A striking feature of the response received was the strong support for measures to encourage walking and cycling in the Hampstead and Frognal & Fitzjohns area. Only a handful of comments were critical of this objective. A thread running through many comments was that measures introduced in response to Covid-19 should not merely be short-term ‘fixes’, but should aim to bring about a sustained improvement in air quality and the street environment which could bring long-term benefits to Hampstead’s community as a whole. There was a sense that these were measures “whose time had come”.

### Reduction in through traffic viewed as the Number 1 priority

- Responses from all parts of Hampstead Town and Frognal & Fitzjohns pointed to a sustained reduction in through traffic as the most important way to encourage walking and cycling. Progress in all areas was seen as dependent on measures to *permanently reduce through traffic* and not merely to calm traffic.

### Less agreement on prioritising specific types of road user

- There was concern from a significant number of those responding that solutions should respect pedestrians and in particular the large numbers of elderly residents in Hampstead and those with impaired mobility.
- There was less broad-based support for solutions which gave some users privileges over road space at the expense of others. A number of responses enthusiastically supported segregation, emphasising the safety benefits of physical divisions such as barriers and posts. However other responses pointed to the risk that segregation led to an artificial sense of security or a “me first” attitude to other users. Other comments showed support for the Mayor’s priority that streets should be permeable and layouts should encourage mutual respect between the different types of road user.

### Strong alignment with the over-arching objectives of TfL and Camden

- Overall, the priorities set out in responses showed strong alignment with the over-arching vision set out in the Mayor’s Transport Strategy, the Camden Transport Strategy, Streetspace for London and the Hampstead Neighbourhood Plan, in particular the Camden Transport Hierarchy and Mayor’s Healthy Streets Indicators.



## 3. Suggested Solutions

### 3.1. Traffic Volumes and Low Traffic Neighbourhoods

#### Reduction in through traffic viewed as the Number 1 priority

- The importance to the local community of addressing Hampstead's traffic problems was emphasised by the fact that there were no fewer than 57 suggestions on this subject, more than twice the number for any other improvement:-
  - 26 recommended pedestrianisation or partial pedestrianisation
  - 15 recommended residents-only streets at certain times of day
  - 3 recommended one-way systems at peak times (tidal flow)
  - 15 recommended one-way systems

 *" If we can reduce car traffic cycling is bound to grow"*

- A number of submissions highlighted the interconnected nature of traffic flows across Hampstead, and therefore the need for holistic solutions rather than piecemeal approaches. An interesting response pointed out that Briardale Gardens is used as an entrance for rat runners from the A41, who then go on to cause congestion in other local streets as they use the Hampstead area as a short-cut to central London.
- The need for careful planning at an area-wide level was emphasised by a number of responses. There was a desire to see measures implemented in a 'joined-up way, ensuring that changes in one street did not have unexpected impacts elsewhere.
- Nevertheless, some quick-wins were also recommended including:
  - Temporary width restrictions through use of hay bales to set-up temporary chicanes.
  - Temporary speed limits
  - Temporary one-way streets (achieved via signage only)
  - Manned drop-off points for parents, away from school streets from which children could be guided to their schools.
  - Park-and-stride facilities, supported by free parking at the East Heath, O2 Centre and Jack Straws Car Parks, and the availability of e-bikes for hire.
- Increased charges for on-street parking were recommended by some together with removal of free parking on Sundays to disincentivise leisure journeys by car to Hampstead
- Locations highlighted for attention included:
  - Briardale Gardens (rat running)
  - Lyndhurst Gardens (rat running and school run)
  - Back Lane (rat running)
  - Grove Place (rat running)
  - Fitzjohn's Avenue (school run)
  - Flask Walk (rat running)
  - Maresfield Gardens (school run)
  - Arkwright Road (rat running and school run)



### School Traffic seen as part of a larger problem

- The issue of the area's many schools was highlighted in many responses. Proposed solutions fell into two categories:
  - Those seeking to manage existing school run traffic better:-
    - ⇒ Six responses suggested manned drop-off points for parents from which children could be guided to their schools. Park and stride facilities were seen as a possible way to achieve this.
    - ⇒ Another response recommended a one-way system along Nutley Terrace and Maresfield Gardens to reduce the amount of disruption from school traffic.
  - Those seeking to bear down on school run traffic and encourage children to walk or cycle instead.

### One-way solution proposed for upper Heath Street

- The vexed issue of the upper part of Heath Street between Hampstead Underground Station and The Mount Square was raised in a number of responses. The narrow pavements make social distancing difficult and high traffic volumes along this narrow stretch make it unpromising terrain for both pedestrians and cyclists.

👉 *"This is an exceptionally narrow street which is completely unsuited to the high volume of through traffic - often large lorries and buses - producing dense emissions. The pavements are very narrow making social distancing impossible without walking in an exceptionally busy road."*

- Some responses concluded that the only solution was to implement a one-way system with vehicles running northbound along upper Heath Street and southbound only along East Heath Road.

### Low Traffic Neighbourhoods favoured

- A number of comments pointed out that work to reduce rat running needed to be implemented carefully, in a joined-up way, because of the potential impact on other streets.
- The search for area-wide solutions aligns with plans for Low Traffic Neighbourhoods currently being progressed by TfL and Camden.

👉 *"Let's be realistic in Hampstead. The roads are mostly narrow. The pavements are mostly narrow. Roads cannot be widened to accommodate new cycle lanes while also widening pavements. Let's be realistic about the impact of changes on other residential streets. Do not push problems from one area to another. "*

- One response pointed to the success of the East Heath Zone, a Low Traffic Neighbourhood between Hampstead High Street and East Heath Road, which was implemented around 20 years ago through the use of one-way streets.



### Concern for the needs of the elderly and those with impaired mobility

- There was concern that the needs of the elderly and those with impaired mobility should be taken into account and that access to neighbourhood centres by car should not be restricted:

- ✎ *“There is no mention of provision for the disabled and their needs must be taken into account (eg an absolute ban on cars puts many areas out of the reach of the disabled).”*
- ✎ *“Ensure that people who cannot cycle or walk far like the over 70's can use public transport to get to their destinations otherwise you will permanently exclude them!”*

### Less interest in Electric Vehicles

- Only two responses were received on electric vehicles (other than delivery vehicles) with views differing on their value in addressing traffic dominance:

- ✎ *“This Pandemic should not be an excuse to ban all private transport in favour of the 5G driverless car that only the rich can afford.”*
- ✎ *“Car is safest way to travel and with increased number of electric vehicles, pollution is not an issue any more”*

## 3.2. Support for Cyclists

### A varied picture

- 98 comments and suggestions were made on the subject of cycling and cycle infrastructure, more than on any other subject.
- However, views differed. There were 25 objections to unqualified support for cycling, 16 comments expressing unease about cycle lanes, and 22 in favour. A further five comments asked that action to promote walking and cycling should not overlook the needs of the elderly or those with impaired mobility.
- This compares with only four objections received across all the other areas of the survey.
- In general terms measures which encouraged a greater number of non-cyclists and “general cyclists” to make greater use of their bikes were favoured over those aimed more exclusively at established cyclists.
- The degree of unease from some members of the community on matters of cycling indicates that the message “those who can are asked to walk or cycle on behalf of those who can’t” is not fully appreciated.
- The concern voiced in some responses that the interests of cyclists are being placed ahead of pedestrians perhaps reflects the large numbers of elderly residents in Hampstead. In



fact Camden's Transport Strategy 2019 sets out a road user hierarchy giving priority (in descending order of preference) to pedestrians, cyclists and public transport.

### Comments supporting cycle lanes

- A number of responses expressed strong support for cycle lanes, arguing that their time had come for the following reasons:
  - they encourage more people to cycle
  - they lead to fewer accidents
  - they make it faster to get into central London
  - they ensure that cyclists struggling up hills are not pressurised by other road users.
- The most popular potential location for a cycle lane was **Finchley Road**, mentioned in five responses, followed by links between Hampstead and central London (four responses), and Fitzjohn's Avenue, Hampstead High Street, Haverstock Hill and a Hampstead-Highgate route each mentioned in two responses.

👏 *“Please let's have more physical barriers on the road so cyclists are more protected from cars.”*

👏 *“Without continuous cycle lanes that lead all the way into the city, cars will always be a threat to cyclists at some point along their route making cycling a dangerous transport option.”*

👏 *“Where the whole road is not designated for cyclists, shared space should be physically separated. This is safer for motorists, who don't have cyclists in their blind spots. This is safer for cyclists, who won't have motorists on their tails”*

👏 *Dedicate one line of Finchley road in each direction to cycling - all day from Fortune Green; no parking allowed on this lane. Best would be that this lane is not shared with buses or any car. Be particularly careful at Swiss cottage junction as this is currently dangerous.*

### Comments questioning cycle lanes

- Those expressing scepticism on the use of cycle lanes cited the following reasons:
  - their perceived divisiveness
  - they only catered for established “fast” cyclists
  - creating exclusive areas for some road users reduced the carriageway for others
  - they did not reduce vehicle speeds or improve driver behaviour
  - cycle lanes which stopped and started had the effect of funnelling cyclists suddenly into general traffic, and were potentially dangerous
  - they were inappropriate given the narrow width of many Hampstead streets
  - they were being imposed on local communities without regard for pedestrians, the elderly or those with impaired mobility





- ✎ *“Rather than have cycle lanes on busy roads (for fast cyclists), you should close residential streets to cars (except for access) and create cycle routes that are traffic free (but require slower cycling - but cycling that would work for families/children - ie car free!!) This would massively reduce school traffic and other local traffic.”*
- ✎ *“Fast cycle lanes (on traffic-y roads) will not make families use bikes.”*
- ✎ *“I have cycled in London for many decades, and I have tended to never use cycle lanes, seeing them as death traps, due to their lack of width, their mix of different levels of cyclist, and the stopping and starting nature”*

### Expansion of quiet cycle routes favoured

- There was much less resistance to the promotion of cycle routes through less busy roads. A number of comments expressed support for better marking of quiet cycle routes to other neighbourhood centres and into central London. Ten comments proposed the establishment of marked or signposted quiet routes for walking and cycling routes to and from Hampstead.
- Cycle lanes on less busy roads were seen as an attractive way of encouraging all people to cycle. The TfL journey planner was highlighted as a useful source of these routes, but the overall feeling was that these were not properly understood or waymarked:

- ✎ *“Many cyclists lack confidence to cycle outside Hampstead because they do not know quiet routes, even though these routes exist and are proposed by TfL journey mapping tools.”*
- ✎ *“Don't put cycle lanes on major roads, but on parallel roads”.*
- ✎ *“Quiet cycle lanes to be marked in different colours depending on the itinerary (eg the one leading to Soho would be green but the one leading to the City could be red and the one to Notting Hill blue, much like the different colours of different tube lines).”*

### Specific ‘pinch points’

- A number of comments pointed to specific locations in which a short stretch of cycle lane would significantly assist cyclists. A key factor was Hampstead's hilly environment with cyclists struggling up hills with motorists on their tail. Locations highlighted included:
  - the hilly parts of Haverstock and Rosslyn Hills
  - Fitzjohn's Avenue
  - North End Way cutting (North of Jack Straw's Castle)
- Two comments highlighted the journey between Hampstead and Highgate and noted that cycling from Highgate to Hampstead's schools would be more attractive if a continuous stretch of cycle lane existed.



### Shared space – streets open to all

- A number of comments expressed a desire for “inclusivity”, through streets which are permeable, open to the needs of all and which encourage mutual respect between the different types of road user.
- Those questioning cycling and cycle infrastructure did not generally object to cycling per se, but indicated that cycling was being imposed on local communities without regard for their wishes or the needs of other road users, particularly the elderly and those with impaired mobility.

👏 *“Cycling should be a chosen mode not a forced one (especially for older citizens).”*

👏 *“There are a lot of elderly and infirm people in this area. Cycling is out of question round here (not least because of steepness of hills) for all but youngest, fittest, most experienced cyclists, so if you don't want us to drive, make the walking easier. But bear in mind we can't all walk much.”*

- A number of responses indicated the that greater segregation might lead to an artificial sense of entitlement and a potential “me first” attitude to other road users:

👏 *“I also feel that where there is a cycling lane, cyclists should be banned from using the road. After all, cars don't have the option of using cycling lanes or pavements, they must stick to the road so why can't cyclists do the same.”*

👏 *“Make pedestrians criminally liable for not taking care about cyclists “*

### Relaxing restrictions on cycling over Hampstead Heath

- Five responses proposed relaxing restrictions on cycling over Hampstead Heath during the Covid emergency, to provide a quieter way to cycle between Hampstead, Highgate and Parliament Hill:



### 3.3. Investment in Cycle Infrastructure

#### Support for cycle hoops and Sheffield stands

- There was support for the provision of additional cycle hoops and Sheffield stands, not only in neighbourhood centres, but across the area, with 12 responses in favour of this approach, a number commenting on their low cost and flexibility. There was less interest in cycle storage hangars, with only four comments in support.
- Key perceived benefits were:
  - Low cost
  - Small footprint
  - Flexibility of location (on lamp posts, pavements, parking bays)
  - Less intrusive
- One response included a link to a recommended design of cycle hoop which integrates with existing street furniture:



A way of reducing street clutter? A design of cycle hoop which integrates with existing street furniture recommended in one response.

👉 *“More hoops for cycles on Hampstead High Street. There is currently one with the 2 same old bikes every day.”*

👉 *“There is a dearth of cycle hoops in Hampstead ..., There should be imagination used in Hampstead village centre, especially north of Hampstead station, perhaps side streets or wider parts of the pavements could be used. In the residential areas with lots of flats there should be cycle hoops at regular opportune points, to allow residents to tie their own bikes to them if their block does not have provision”*

#### Pop-up maintenance and exchange facilities proposed

- Some responses commented on the extent of cycle ownership Hampstead, and identified the lack of local repair and maintenance facilities as a disincentive for residents to cycle on local journeys. The possibility local cycle exchange facilities was also suggested as it was felt that some older residents would be happy to give up their cycles to younger users.

👉 *“At the moment, I wouldn't even know where to take my bike for maintenance.”*



### Qualified Support for Hire Bike schemes

- Two comments proposed extension of the Santander cycle hire scheme to Hampstead, but others recommended more opportunities to hire e-bikes, recognising Hampstead's hilly terrain.
- Some responses expressed concern that expansion of e-bike hire needed to be accompanied by measures to ensure they were not parked indiscriminately, resulting in a 'free for all'. The following comment was typical of a number received:

*👏 For the moment, people can leave them anywhere, including in front of driveways/gates and people's entrance doors. Recently an elderly resident in my road could not get out of her front door as it was obstructed by a bright orange electric bike and too heavy for her to move.”*

- Some comments suggested this problem is resolved through the use of 'virtual' docking stations, under which bike hire apps incentivise users to park their bikes at one of a number of locations designated by Camden:

*👏 “This would help to encourage their use. It would also reduce objections to hired bikes from residents like me who see them as dangerous because they are often left in random places where people, especially those with reduced vision, can fall over them”.*

### 3.4. Public Transport

#### Unease about a permanent loss of public transport

- There was concern that levels of public transport should not be permanently degraded as a result of the Covid emergency.

*👏 “We must not give up on public transport just because we wish people would walk and cycle more. Public transport is the lifeblood of large cities and we should put as much emphasis on it as we do on the other forms of transport.”*

#### Significant support for Hoppa buses

- Hoppa buses were proposed in nine responses as a way of providing access for the elderly and those with impaired mobility. There was evidence that this simple improvement would have a significant impact in improving the quality of life of elderly and disadvantaged residents. The comments received align with evidence from the Hampstead



Neighbourhood Plan which found that levels of Public Transport Accessibility in the Eastern area of Hampstead are significantly below the borough average.

- One comment pointed out that at the moment someone decides to use their car, parking problems in Hampstead create a perverse incentive for them to travel further, to a more remote centre such as Brent Cross, where parking is more straightforward.

👉 *“Please consider a small electric bus to do a circular tour around Hampstead. As someone who is now elderly I am finding the hills a big challenge so I find that I now rarely go up to our lovely High street and the Heath.”*

👉 *“Establish a shuttle service into the village from external car parks such as the one at East Heath/Downshire. This would allow school pupils or other visitors with impaired mobility who cannot use the current bus service routes through the centre of Hampstead Village (Heath Street/Hampstead High Street) to access the village.”*

👉 *“A small, single decker hoppa type bus would encourage more shopper to use the local stores and amenities.”*

### **Orbital Connections between Hampstead and Highgate**

- A number of responses highlighted difficulties experienced by children trying travel between Highgate and Hampstead’s many schools. Comments support evidence gathered by Highgate Neighbourhood Forum that East-West bus services are insufficient.

### **3.5. Pavements and Footpaths**

#### **Widening of pavements supported:**

- Widening of pavements was supported with a total of 21 responses in favour of widening pavements, with a number referring to difficulties experienced by the elderly and those with impaired mobility. Seven suggestions were made to widen pavements directly while fourteen suggested locations where parking bays could be removed to make it easier for pedestrians to pass one another.
- A number of comments highlighted issues with cyclists riding on pavements.
- One suggestion was made to remove central refuges along Fitzjohn’s Avenue to allow pavements to be widened and the overall carriageway to be reduced.



👏 *“The roads dominate the residential and high street areas. To reduce pollution, walking should be encouraged and wider pavements make it more pleasant*

👏 *“Even before lockdown, as a pedestrian it had become quite difficult to negotiate the narrower pavements in Hampstead because of the cyclists riding on the pavement ....If we are to be encouraged to walk more, we need more safe space on the pavements, especially for those who are elderly and disabled but who would still choose to walk.”*

- The following specific locations were highlighted as in need of attention:

Location	No. of suggestions
College Crescent (outside Richer Sounds)	1 (from NW8)
Frognal (above Redington Road)	1
Frognal Lane (Eastern End, approaching Frognal)	2
Hampstead Underground Junction	1
Heath Street Upper (Hampstead Baptist Church)	1
New End (adjacent to Woodlands Restaurant)	1
Pond Street (outside Royal Free Hospital)	1
South End Road	1

- The following locations were highlighted as those where removal or parking bays could overcome significant bottlenecks which prevent effective social distancing:

Location	No. of suggestions
Arkwright Road (adjacent to St. Anthony’s School)	3
Ellerdale Road	1
Fitzjohns Avenue (Arkwright Road to Heath Street)	8
Heath Street Lower	4
South End Road (between Hampstead Heath Station & the heath)	1



## Improving Pedestrian Flows

- The use of one-way systems on pavements was recommended in seven responses.
- The deployment of street wardens to help control pedestrian flows at neighbourhood centres was mentioned.

👉 *Pedestrians can control the distance from people in front of them walking in the same direction, but not from people approaching, so a central 'no entry' space would help to separate them."*

- A further five responses suggested enforcement measures to remove obstacles from pavements, highlighting forecourt extensions and pavement tables as a cause of concern.

👉 *"One short and long term solution that would make using the pavements easier, for pedestrians, would be to limit the extent of pavement cafe's on our already cluttered pavements. I (as a blind person trying to negotiate the constantly shifting obstacle course of tables, chairs, people and Jump bikes, have found it much easier to get around since places have been closed."*

👉 *The majority of Hampstead's pathways are narrow. There is still a large amount of rubbish dumping and littering on pavements. Also bicycles are frequently left lying on pavements, with no regard for pedestrians having to negotiate their way past these."*

👉 *"In normal circumstances (forecourt extension) creates a wonderfully vibrant atmosphere but now, if we are serious about physical distancing, then for the safety of visitors, residents and shopkeepers, these forecourt extensions need to be prevented"*

## 3.6. Junctions and Crossings

### Additional Crossing Points supported

- There was support for additional crossing points, with eight requests for new zebra crossings on local roads and three requests for crossing points on the Finchley Road. Demand was shown for additional zebra crossing points at the following locations:

Location	Number of suggestions
East Heath Road (Holford Road)	1



Frognal (Frognal Lane)	2
Heath Street (Oriental Place – conversion of existing crossing)	3
Heath Street Upper	1
Heath Street Upper/The Mount	1

## Finchley Road/Arkwright Road Junction

- Three comments highlighted difficulties experienced by pedestrians trying to cross Finchley Road at the junction with Arkwright Road (passengers leaving Finchley Road & Frognal Overground Station) and at the junction with Frognal Lane.
- The issue at Finchley Road and Frognal Station is confirmed by evidence of the number of entries and exits, which rose by over 1,400,000 in the 10 years between 2008 and 2019.

Year	Entries & Exits
2008/9	632,978
2018/9	2,155,436

Source – London Data Store

## Hampstead Underground Station

- Two responses proposed re-phasing traffic lights at Hampstead Underground Station to allow more time for pedestrians to cross, and hence reduce 'bunching' on pavements.

## Setting Traffic Stop Lines Further Back

- One response recommended moving vehicle stop lines at the junction of Arkwright Road and Fitzjohn's Avenue back by the length of two cars to provide more space for pedestrians and school children to cross at busy times whilst observing social distancing.

### 3.7. Other Proposals

#### Focus on Delivery Services

- A number of responses emphasised the importance of developing local delivery services to reduce the need for residents with impaired mobility to resort to their cars to drive to neighbourhood centres to shop.
- The need for a more efficient means of conveying goods for the "last mile" to reduce the proliferation of delivery vans from outside the area was mentioned in one response.






### Road Reclassification

- One response recommended reclassification of the A502 (Hampstead High Street and Upper Heath Street) from a London Distributor Road to a 'B' road and the B511 (Fitzjohn's Avenue) to unclassified, local road.
- It was noted that grading of roads may affect the algorithm used by satellite systems, leading to oversized vehicles using these roads when TfL strategic routes would be more appropriate.



## 4. Appendix [a] - Survey

6/4/2020 Hampstead and Frognal COVID-19 transport response - deadline 31 May 2020



### Hampstead and Frognal COVID-19 transport response - deadline 31 May 2020

This survey invites your ideas to improve cycling and walking in the Hampstead and Frognal area as lockdown restrictions begin to be lifted. It is an initiative by local Councillors, Hampstead Transport Partnership and Hampstead Neighbourhood Forum. We are seeking suggestions from residents and businesses across the wards of Hampstead Town and Frognal and Fitzjohns.

The gradual easing of the lockdown creates the need for safe, socially-distanced transport. Since the use of public transport is still discouraged unless really necessary, the transport response to the COVID-19 epidemic will need to focus on ways to encourage walking and cycling. This will help to ensure that our public transport network does not become overwhelmed. Initially, we are seeking ideas for short-term solutions to feed into Camden Council's COVID-19 transport planning process.

This is urgent. We are seeking ideas that meet the following criteria:

- Those which can be set up quickly and/or without major investment
- Reversible schemes
- Ideas which directly encourage walking and/ or cycling
- Those which would support long-term pre-existing plans (e.g. Camden Transport Strategy, Hampstead Neighbourhood Plan, RedFrog Neighbourhood Plan, etc.)
- Ideas known to have widespread local support

For examples of what other cities are doing, click <https://bit.ly/CovidTransportResponses>

If your ideas require more time and resources, please use this opportunity to share your suggestions with us for future planning.

Please follow the prompts below. The deadline is Sunday, 31 May. Thank you.

**\*Required**

[https://docs.google.com/forms/d/e/1FAIpQLSerLemR9\\_ljRKdRsbGvuZwitaBI8T-bTI6pOPJHB60gsKEkg/viewform?vc=0&c=0&w=1](https://docs.google.com/forms/d/e/1FAIpQLSerLemR9_ljRKdRsbGvuZwitaBI8T-bTI6pOPJHB60gsKEkg/viewform?vc=0&c=0&w=1)

1/2



6/4/2020

Hampstead and Frognal COVID-19 transport response - deadline 31 May 2020

What is the nature of your suggestion? Please choose one (you can come back to this page if you have other ideas). \*

- Pathways
- Cycle lane(s)
- Cycle infrastructure (cycle hoops, storage, repair shops)
- Junctions/crossings
- Car traffic flow (excl. junctions/crossings)
- Pedestrian and/or cycle zones
- Green/public spaces
- Public transport
- Other

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## 5. Appendix [b] - Suggestions by Category

Recommendation	No. of suggestions
<b>Cycle Infrastructure</b>	<b>29</b>
Cycle Hangars	4
Cycle Hoops	12
Cycle Parking	1
Cycle Repair and Maintenance Shops	3
Extend Santander Cycle Hire to Hampstead	1
Higher penalties for bike theft	1
Oppose hire bikes left on pavements	2
Subsidise electric bikes	1
Virtual docking stations for hire bikes	4
<b>Cycling</b>	<b>70</b>
Allow electric cycles and scooters to park on pavements.	1
Cycle lanes on important through roads	12
Cycle training and awareness courses in schools.	1
Designated cycle tracks on pathways	1
Designated quiet cycle/walking routes to and from Hampstead	10
Divert cycles from Hampstead High Street to East Heath Road	1
Enforcement measures to prohibit unsafe cycling	3
Extra Designated cycle paths on Hampstead Heath	5
Give cyclists priority over pedestrians	1
Oppose Cycle Lanes	16
Oppose cycling on pavements and paths	7
Promote CS11	1
Remove speed humps	1



Recommendation	No. of suggestions
Safe Cycle Lanes	8
Safe Cycle Lanes - segregated with barriers	2
<b>Delivery Vehicles</b>	<b>5</b>
Business Rate Reductions - businesses offering free local delivery.	1
Consolidate Van Deliveries	1
Electric delivery vehicles operating from hubs around M25	1
Improve access by delivery and service vehicles (to reduce journeys)	2
<b>Green and Public Spaces</b>	<b>1</b>
Replace larger trees with flowering trees	1
<b>Junctions/Crossings</b>	<b>19</b>
Blue light for cycles alongside traffic lights	1
Manned junctions/Lollipop Assistance	1
New Pedestrian Crossing	3
New Zebra Crossing	8
Re-phase traffic lights to improve vehicle flow.	1
Re-phase traffic lights to prioritise cyclists	1
Re-phase traffic lights to prioritise pedestrians	3
Vehicle stop lines 10 metres before junction to promote social distancing at pedestrian crossing.	1
<b>Other</b>	<b>12</b>
Avoid temporary measures	1
Consider disabled and infirm	5
Enforcement against engine idling	1
Make no changes	1
More shops for the 30-40 age group.	1
Obstruct cars in every way	1



Recommendation	No. of suggestions
Tax high emission vehicles	1
Work only in the service of God.	1
<b>Parking</b>	<b>6</b>
20 Minute Free Parking	1
Extend residents parking to Sundays	1
Higher parking charges to discourage car travel from outside the area.	2
One car permit per household	1
Oppose removal of parking spaces	1
<b>Pathways</b>	<b>45</b>
Better street lighting	1
Enforcement measures to remove obstacles on pavements and temporarily remove forecourt extensions.	5
Improve pavement surfaces	1
More street benches	2
One-way only paths & pavements	7
Oppose widening pavement - social distancing won't last forever.	1
Relocate Bus Stop to promote social distancing.	1
Remove central islands to widen pavements	1
Remove parking spaces to widen pavements and increase safety for cyclists.	14
Specified times for jogging	1
Street lighting improvements	1
Street Wardens	2
Wayfinder Signs and Maps	1
Widen pavement - existing pavement too narrow to permit social distancing	7
<b>Pedestrian/Cycle Only Zones</b>	<b>35</b>
Car Free Sundays	1



Recommendation	No. of suggestions
Emphasise shared use of streets	1
More green spaces	1
Pedestrianise Entire Streets	27
Priority to cyclists and pedestrians	2
Segregate e-bikes and conventional bikes	1
Shared surface zone	1
Speed limit - 5mph	1
<b>Public Transport</b>	<b>18</b>
Convert buses to diesel	1
Dial-a-ride	1
Hoppa Buses	9
Improve Public Transport	2
More buses	2
New Bus Route	1
Restore full public transport service	1
Trams	1
<b>Schools</b>	<b>5</b>
No new schools	1
School drop-off locations with guided walking to schools.	2
No stopping zones outside schools	2
<b>Traffic Flow</b>	<b>60</b>
Ban large vehicles.	2
Car Pooling	1
Congestion Charge	3
Downgrade A road up Heath Street and B road up Fitzjohns Avenue	1

## Hampstead & Frognal Community Engagement on Covid-19 Response



Recommendation	No. of suggestions
Enforcement - Speed Cameras	2
Higher taxes on SUVs	1
One Way Streets to allow more space for pedestrians and cyclists.	7
One Way Streets to frustrate rat running	4
One Way System Heath Street East Heath Road	4
One-way streets at peak times (tidal flow)	3
Park and Stride	6
Remove existing street restrictions - impact on surrounding streets	2
Residents only traffic during peak hours	15
Speed humps	1
Speed Limit - 10mph	1
Speed Limit - 20mph	1
Support private cars	4
Width restrictions	1
Hay Bale Chicane	1
<b>Grand Total</b>	<b>305</b>